

# With or Without Disconnected Erections.

# STEEL STEAMER.

Received at London Office THU. OCT. 30. 1913

Date of completion of report 29th October 1913 State if Report is also sent on the Machinery of the Vessel Yes  
 Survey held at SUNDERLAND Port of SUNDERLAND No. 25895  
 On the (State if Single, Twin, or Triple Screw) Single Screw Steamer "SHABONEE" Date, First Survey October 29th 1913 Last Survey 24th October 1913  
 TONNAGE under Tonnage Deck...  
 Do. between Tonnage Dk. and 3rd and 4th Dk. ...  
 Total under Upper Dk. 4642.24  
 Do. of Poop 260.46  
 Do. of R.Q. Dk. ...  
 Do. of Bridge House 85.73  
 Do. of Forecastle 61.26  
 Do. of Houses on Dk. 22.78  
 Do. of excess of Hatchways 93.98  
 Do. above Crown of Engine Room 51.67.45  
 Gross Tonnage 5167.45  
 Less Crew Space 143.30  
 Less above Crown of Engine Room 93.28  
 FOR FEES... 4930.17  
 Fine Room 1653.58  
 Vagitation Spaces 140.41  
 Net Tonnage on Beam 3230.16  
 CLASS \*100A1 FERT.  
 Breadth (greatest moulded) 50.5  
 Depth, at middle of length from top of keel to top of upper deck beams at side 31.0  
 Transverse Number 81.5  
 Length on deck from fore part of stem to after part of stern post 379.83  
 Longitudinal Number 30956  
 Depth "d," at middle of length (See Secs. 2 & 13) 20.9 1/2  
 Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.25  
 " " Long Bridge Deck Beam at side to top of keel -  
 Master J. T. Reed  
 Year of appointment (1) As Master in service of owner of present vessel—1913 (2) As Master of this vessel—1913  
 Built at SUNDERLAND  
 When built 1913 Launched 18/9/1913  
 By whom built W. J. Laing & Sons Ltd  
 Owners The Tank Storage & Carriage Co Ltd  
 Managers W. J. Smith  
 (Where necessary to be entered in Reg. Book.)  
 Residence 36-38 Queen Anne's Gate London  
 Port belonging to Sunderland  
 Destined Voyage New York If Surveyed while Building, Afloat, or in Dry Dock Building & Afloat

TH on Deck er Rule ....	Feet. 379 Inches. 10	BREADTH— Moulded ....	Feet. 50 Inches. 6	DEPTH, ACTUAL— Do. do. do. do.	Top of Floors to top of Upper Dk. Beams do. do. do. do.	Feet. 29 Inches. 2 1/2	No. of Decks with flat laid 2	No. of Tiers of Beams 2
Dimensions of Ship per Register, Length 380.0 breadth 50.8 depth 29.2					Moulded depth, ft. — ins. —	To Bridge Dk. Round of Upper Dk. Beam, Actual 12 1/2 ins.		
FRAMING.					PILLARS.			
IE, Angles, or E or L Bars amidships	Inches in Ship. 7	Inches in Ship. 3 1/2	Inches in Ship. 4 1/2	Inches in Ship. 7	Inches in Ship. 3 1/2	Inches in Ship. 4 1/2	PILLARS, In 'tween Deck, size and spacing	
in peaks	"	"	"	"	"	"	" " Hold	
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	" " Quarter 'tween Dks.,	
" " at intermdt. Bkts.	—	—	—	—	—	—	" " in Hold	
ing of Frames from centre to centre amidships	25 1/2	—	—	25 1/2	—	—	" " Double Channels 9 3/4 x 3 1/2 x 1/4 9 3/4 x 3 1/2 x 1/4	
" " from 1/2 length to Collision bulkhead	25 1/2	—	—	25 1/2	—	—	" " four x five frame space apart	
" " in peaks	24 1/2	—	—	24 1/2	—	—	KEELSONS & STRINGERS.	
ERSED FRAME, Angles	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate	
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	" Rider Plate	
" " at intermdt. Bkts.	—	—	—	—	—	—	" Flat Plate Keel Angles	
MING, depth of girder	—	—	—	—	—	—	" Horizontal Plates on Floors	
ORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	34	50	40	34	50	40	" Angles or Bulb Angles	
in way of Engine and Boiler Spaces	Cellular double bottom	—	—	—	—	—	SIDE KEELSONS, Number 2	
thickness at the ends of vessel	—	—	40	—	—	40	" Angles or Bulb Angles	
depth at 1/2 the half breadth, as per Rule	30	—	—	17	—	—	" Plate above floors, for full length	
height extended at the Bilges above floor level	30	—	—	—	—	30	" Intercostal Plate, for full length	
ORS in Cell. Double Bottoms	40	1	—	40	—	—	" Attached to outside Plating with Angle	
state if flanged (top & bottom)	no	—	—	—	—	—	BILGE KEELSON, Angles	
Spacing of Solid floors	25 1/2	—	—	25 1/2	—	—	" Intercostal Plate for length	
TRE GIRDER, in Dbl. bottom, dpth. & thckns.	42	65	50	42	50	40	" Attached to outside Plating with Angle	
" Angles, Top	3 1/2	3 1/2	50	3 1/2	3 1/2	50	SIDE STRINGERS, Number 3	
" " Bottom	4 1/2	4 1/2	60	4 1/2	4 1/2	60	" " Angle	
" " to Floors	3 1/2	3 1/2	48	3 1/2	3 1/2	40	" Intercostal Plate, for full length	
Brackets at intermdt. frmg., wdth & thckns	—	—	—	—	—	—	" Attached to outside plating with Angle	
E GIRDERS, number on each side & thickness	2	38	—	2	38	—	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	
state if flanged (top and bottom)	no	—	—	—	—	—	" " " " (br'dth & thickness) (in way of Bridge)	
" Angles (top and bottom)	3 1/2	3 1/2	40	3 1/2	3 1/2	40	" " Angle (clear of Bridge)	
" " to Floors	3	3	40	3	3	40	" Tie Plate at sides of Hatchways	
GIN PLATE, depth (exclusive of flange) and thickness	36	48	—	35	46	—	Deck * Iron or Steel, for full lng.	
" Angles to Outside Plating	3 1/2	3 1/2	48	3 1/2	3 1/2	46	" Thickness (clear of Bridge)	
" " Floors	5	5	55	3 1/2	3 1/2	40	" " (in way of Bridge)	
Brackets at intermdt. frmg., wdth & thckns	—	—	—	—	—	—	Wood Deck, Material & thickness	
Height of Outside Brackets above at bilge	24	—	—	24	—	—	Second Deck Stringer Plate, br'dth & thickness	
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	42	56	—	42	50	—	" Angles on ditto, No.	
" " in Engine and Boiler space	48	4	62	48	4	62	" Tie Plates outside Hatchways	
" " Remainder in Hold	under engines 1"	—	—	—	—	—	Deck * Iron or Steel, for full lng.	
MS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3	40	6	3	40	Wood Deck, Material & thickness	
" In way of Long Bridge	—	—	—	—	—	—	Third Deck Stringer Plate, br'dth & thickness	
" Spacing	25 1/2	—	—	25 1/2	—	—	" Angles on ditto, No.	
MS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3	40	7	3	40	" Tie Plates, outside Hatchways	
" Spacing	25 1/2	—	—	25 1/2	—	—	Deck * Material and thickness	
MS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	—	—	—	—	—	—	Fourth and Fifth Deck Stringer Plate, breadth & thickness	
" Angles on upper edge	—	—	—	—	—	—	" " Angles on ditto, No.	
" Spacing	—	—	—	—	—	—	" " Tie Plates outside Hatchways	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3 1/2	50	8 1/2	3 1/2	50	" " Deck, Material & thickness	
" Angles on upper edge	7	3	40	7	3	40	Poop Deck Stringer Plate, breadth & thickness	
" Spacing	48	—	—	48	—	—	" Angle on ditto	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7 1/2	3	46	7 1/2	3	46	" Tie Plates	
" Angles on upper edge	—	—	—	—	—	—	" Deck, Material and thickness	
" Spacing	25 1/2	—	—	25 1/2	—	—	Bridge Deck Stringer Plate, br'dth & thickness	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3 1/2	50	8 1/2	3 1/2	50	" Angle on ditto	
" Angles on upper edge	—	—	—	—	—	—	" Tie Plates	
" Spacing	51	48	—	51	48	—	" Deck, Material and thickness	
							Forecastle Deck Stringer Plate, b'dth & th'kns	
							" Angle on ditto	
							" Tie Plates	
							" Deck, Material and thickness	

\* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.



EQUIPMENT No. 32149				LETTER X				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS					
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.	
				Cwts. qrs. lbs.		Cwts. qrs. lbs.		Tons. cwt. qrs. lbs.		Cwts. qrs. lbs.							
17225	1st Bower	68	3 14	—	—	—	—	50	0 0 0	56	1 0	Stockless	—	—	—	—	18.7.13
17228	2nd "	56	3 0	—	—	—	—	46	9 14	56	1 0	"	—	—	—	—	8.8.13
17267	3rd "	47	2 0	—	—	—	—	40	16 1 0	47	2 0	"	—	—	—	—	29.7.13
	4th "	—	—	—	—	—	—	—	—	—	—	"	—	—	—	—	A. Green & L. Hoffman
	Collective weight	166	0 14	—	—	—	—	—	—	160	0 0	Mechanical	—	—	—	—	21.4.13
40651	Stream	15	0 14	3	3 7	16	12 0	21	15 0 0	—	—	Common	—	—	—	—	21.4.13
40627	Kedge	6	2 7	1	2 21	8	15 0	0	6 2 0	—	—	"	—	—	—	—	6.6.13

  

CHAIN CABLES.												HAWSEARS AND WARPS.													
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and Size per Table 31.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and Size supplied.		Breaking Test of Steel Wire.		Length and Size per Table 31.			
		Fathoms. Ins.		Tons. Cwts. qrs. lbs.		Cwts. qrs. lbs.		Fathoms. Ins.										Fathoms. Ins.		Fathoms. Ins.					
42451	270	2 1/8	11 1/4	113 3/4	613-1-14	608-2-14	270	2 3/8	14	2 1/8	11 1/4	113 3/4	613-1-14	608-2-14	270	2 3/8	14	2 1/8	11 1/4	113 3/4	613-1-14	608-2-14	270	2 3/8	
42501	90	1 1/2	4 3/4	39 1/2	—	—	—	—	90	1 1/2	4 3/4	39 1/2	—	—	—	—	—	—	90	1 1/2	4 3/4	39 1/2	—	—	
Iron Stream Chain or Steel Wire																									

  

Boats 2 Steel lifeboats, 2 wood lifeboats. Steering Gear, Steam fitted. Steering Gear, Hand fitted.

Pumps, Number no hand pumps. Diameter of Barrel — State whether they are in efficient working order —

Windlass is by Clarke Chapman & Co. Capstan —

Engine Room Skylights.—How constructed? Steel. What arrangements for deadlights in bad weather? Lids & Bulls' eyes.

Coal Bunker Openings.—How constructed? Steel Coaming. How are lids secured? Tarpanauls & chocks. Height above deck? 30"

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 scuppers each side. 9 ports each side 2' 6" x 1' 6"

Ceiling in Holds, thickness and material — Cargo Battens, thickness and material 2" 4" P.

Cargo Hatchways.—How formed? Steel Coaming. Hatches, If strong and efficient? yes

State size No. 1 Hatch (Forward) 8' 6" x 12' 0" No. 2 Hatch Oil hatchways No. 2 Hatch 7' 0" x 6' 0" No. 4 Hatch 8' 0" x 6' 0"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 One web, no fore & afters. Oil hatchways fitted with hollow oil tight lids. No. of Breasthooks five. No. of Crutches deep floors

Bulwarks, height above deck and description 3' 6" x 25". Main Rail, material and size 6 x 3

The foregoing is a correct description. Builder's Signature (Here only) Surveyor's Signature

Correspondence.—State dates and initials of letters respecting this case (References should be made in any correspondence connected with the case) 7<sup>th</sup> November 1912, 8<sup>th</sup> January 1913. (See also duplicate vessels Saroume No 639, & Lucellum No 642)

Workmanship. Are the butts of plating planed or otherwise fitted? planed. Is the riveted work properly closed? yes. Are the liners between the frames and plates solid single pieces? joggled framing. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes. Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes. Do any rivets break into or through the seams or butts of the plating? one or two.

Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes. Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes. State results of tests satisfactory.

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes. State results of tests satisfactory.

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved plans, & generally in accordance with the Rules. The workmanship throughout is good. All the oil compartments, oil fuel tanks & ballast tanks were tested under pressure as per Rules requirements with satisfactory results.

N.B. The vessel - which has been constructed for the carriage of oil in bulk - is, with the exception of a few details; a duplicate of the builders No 639 i.e. Saroume (ex Lucellum) No 122 in the Register Book under No 642. i.e. Lucellum, 21 in the Supplement. Sld. Reports No 25,585 & No 25,775

The Surveyor should state the Number of Report and Name of any Sister Vessel.

The amount of Entry Fee ..... £ 5 : : : Fees applied for, 27.10.1913

Special Survey Fee.... £ 148 : 5 : : Received by me, 31/10/13

Travelling Expenses, if any £ : : : Certificate to be sent to Sld. Date of issue 1/11/13

State whether the Vessel has been built under Special Survey yes

I am of opinion this Vessel should be Classed 100A1 Carrying petroleum in bulk

With, or without Freeboard, as condition of Class without

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI OCT 11 1913

Character assigned 100A1 Carrying petroleum in bulk.

Ltd. & Co. P. + L.M.B. 10.13.

F.D. Filed for oil fuel 1013.

F. Palmer 150 ° F

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GENERAL REMARKS—(continued).

WEB-F

WEB-F

WEB-F

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Length a

POOP SIDI

SHORT BR

FORECAST

Upper I  
Stringer

Second  
Stringer

FRAMES  
REVERS

LOWER M

Bowsprit

Topmasts

Rigging

Sails

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 97.5 ft., R.Q.D. — ft., Bridge 27.6 ft., Forecastle 40.0 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated —

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 SKs (SH) & web frames.

Official No. 132076 ; Signal Letters — State if Machinery is fitted aft yes  
How are the surfaces preserved from oxidation? Inside Cement (except oil tanks) & paint Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, —	61.7 1/2	146	Fore peak tank.	19.0	88
Double bottom, under Engines and Boilers,			After peak tank,	16.0	50
Double bottom, if under Engines only,			Deep tank, aft,	—	—
Double bottom, if under Boilers only,			Deep tank, forward,	38.3	341
Double bottom, forward,	—	—	Other tanks, if fitted, D.B. under fuel bunker aft 19.0	40	—
Total capacity of double bottom	—	146	(If necessary, furnish further information by sketch.)	—	—

\* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules yes

Order for Special Survey No. 5057  
Date 17-10-12  
No. 643 in builder's yard.  
DATES of Surveys held while building  
1912 Oct. 29 Nov. 7 1925 28 Dec. 5 12 17 Jan. 9 16 21 Feb. 3 17 20  
21 25 Mar. 4 12 19 26 31 Apr. 4 7 22 25 May 16 28 Jun. 6 17 20  
July 1 8 15 22 29 31 Aug. 8 12 14 15 20 21 23 26 28 29 30 Sep. 1 2 3  
4 5 6 9 10 11 12 16 18 Oct. 1 3 7 8 9 10 14 16 17 21 23 24  
Total No. of Visits 74

Surveyor's Signature

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